

An aerial photograph of a city, likely New York City, showing a dense urban landscape with numerous buildings, streets, and green spaces. The title 'The METROPOLITAN' is overlaid in large, white, serif capital letters at the top of the image.

# The METROPOLITAN

*Staff Magazine of the Metropolitan Corporation of Greater New York*  
Vol. 1, No. 1  
March 1970





# The METROPOLITAN

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## From the Executive- Director...



**A**NY publication is meant for one thing--its readers--and if anything should speak for itself, a magazine ought to.

As this first issue of your new staff publication goes to press, I am pleased to bring you my personal greetings. I hope that it will have a personal impact for you as a Metro staff member. I hope it will be like a friend you would miss if he didn't show up at the regular time.

In a way, you should pardon my presence on this page. The planners of the magazine have left no doubt in anyone's mind, especially mine, that this publication is not meant to be a gimmick to help "management" get some message to "the masses." If anything, it might be a way for the general staff to "talk up" to management.

I am sure it is neither of these things.

There are other things I think it is not.

It is not primarily an instruction device. Yet nothing readable, as I'm sure this will be, can avoid instructing. And it is not primarily an entertainment medium. Yet it will be a better magazine if it does entertain you.

The public services Metro performs are the Corporation's various arms. What I hope for this magazine is that through it, the many arms of Metro may shake hands.

Permit me one appeal. Let me urge you to respond to your Division or Department representatives who are taking some responsibility for the magazine. and contribute in whatever way your own originality suggests--be it with ideas for regular or special features, cartoons, photos, or byline stories themselves.

*A. I. Marshall*

## *Sound Off*

**W**e would like to hear from you.

We really mean that.

The editorial "we" does have a place here.

"We" are a committee.

There *MAY* be something we are not doing right.

Could be more than just the fact we *ARE* a committee.

Could be the look, the feel, the style of the magazine.

Could be layout, copout, inclusion, exclusion.

Could be something we haven't even thought of.

We'd like to know what *YOU* think.

So think in ink.

Send your "feedback" to THE METROPOLITAN,

Room 331, Main Street, Winnipeg 1.

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### THE EDITORS' COMMITTEE

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Waterworks and Waste Disposal . . . . .	Gordon Chandler
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# WHAT MANNER OF MEN

*No ivory tower dreamers these, the men of the Current Development Branch  
are real people dealing with a very special public.*

by AL REID  
Sketches by DOUG HENNE

THE "Boss" called Doug and myself into his sanctuary and indicated to us that he would like us to volunteer our dubious talents to prepare an article describing the trials and tribulations encountered by zoning officials, and hopefully, to portray the Current Development Branch in all its resplendent glory. Shrewdly noting our raised eyebrows and quick exchange of glances, he casually pointed to the section of our job classification which reads "and related duties" and with a benign smile, dismissed us with thanks for our co-operation. And so, to the task at hand.

To begin with, generally the Current Development Branch is responsible, in most cases, for overseeing current development, which may or may not surprise you. More specifically, we are responsible for the enforcement of the zoning by-laws of the various area municipalities, the recommendation to Council of varying types of community development according to good planning practice, and, last but by no means least, the handling of enquiries made by the general public regarding their specific planning or zoning problems.

For want of a better definition, a zoning by-law is an ordinance that partitions the Metro area into sections or districts and reserves these districts for specific land uses, such as residential, commercial or industrial uses. It further regulates the location and size of buildings on individual sites. The administration of these by-laws falls into two categories. We have the enforcement of the by-laws, initially, by the Development Examiners (more about them later) and by the District Field Officers. It is the responsibility of these Field Officers to ensure that any given development is being done in accordance with the zoning requirements as stated on the building permit. He investigates these projects during the construction stages and

relentlessly pursues any violations until the requirements of the by-laws are satisfied. This section of our operation consists of six District Field Officers and three Senior District Field Officers who are responsible for insuring that the District Field Officers undertake their tasks in a diligent and industrious manner.

Conceivably, we could find a District Officer in many different situations in the course of a day. We could for example, find him at his desk, at 9:30 a.m., frantically trying to account for a 27 3/10 mile variation between his odometer reading and his monthly mileage claim, at 2:15 p.m. obstinately insisting on a five foot side yard instead of three feet for a new dwelling, at 3:32 p.m. discussing the definition of the word "Pets" with a member of the local constabulary, and at 4:25 p.m. on the telephone, trying in vain to explain to his wife the necessity for holding supper because of the critical requirement for an immediate interior inspection of a downtown motor hotel.

As you can see, then, our district men fill in a day with widely varied tasks. The early part of the day is spent in the office corresponding with developers, contractors and the general public regarding violations of the zoning by-laws. They then visit their respective districts where they bring the gospel to the violators on their own ground. This usually entails discussions with contractors at the construction sites, tactfully pointing out problems with the development, and arguing against the "merits" of receiving a sound thrashing at the hands of said contractor. As well, our district men make themselves available to the citizenry to advise and inform them regarding the zoning by-laws.

Yes . . . stout of heart are these intrepid



"You tell her not more than three!"

District Field Officers, for, like postmen, they let not sleet, nor rain, nor snow, nor dark of night, nor world series baseball stay them from their appointed rounds.

At this point it gives me very great pleasure to introduce the employee known affectionately among the city's developers as the Development Examiner. These handsome, witty, intellectual, eager-to-please individuals bring a bright ray of sunshine to the Current Development Branch. I know, because I am one.

The description of this particular facet of the Department comes easy to me, because having held the position of Development Examiner for a period exceeding three years, and being possessed of a probing mind, I immediately went to the "Boss" and asked him what it is that I should be doing. Realizing the necessity of having to retrain me every Monday morning he very patiently listed and explained the responsibilities of my position.

As was previously mentioned, the enforcement of the zoning by-laws fall into two categories. Having described the duties and responsibilities of a District Field Officer, which is in fact, one phase of enforcement, I will now attempt to describe another phase, just one of the responsibilities of the Development Examiner. It seems that anyone requiring a permit for construction must first acquire the approval of the Current Development Branch as far as the zoning by-laws are concerned. The developer submits his proposal to the Development Examiner who applies the zoning regulations to the proposed development in order to discern whether or not it complies with the regulations as set forth.

Of course, by-laws are only books, after all, and have no compassion or power to reason. As a result, a panel known as the Board of Adjustment was established by the Metro Act, and is empowered by law to vary the zoning regulations where special circumstances prevail. We can, where a violation of the by-law exists in a proposal, advise a developer to make application to this Board. This being the case, the Development Examiner is then required to study the proposal, and after consulting with the Senior Development Officer regarding the planning aspects, write a report on behalf of the Deputy Director of Planning advising the Board as to good planning practice.

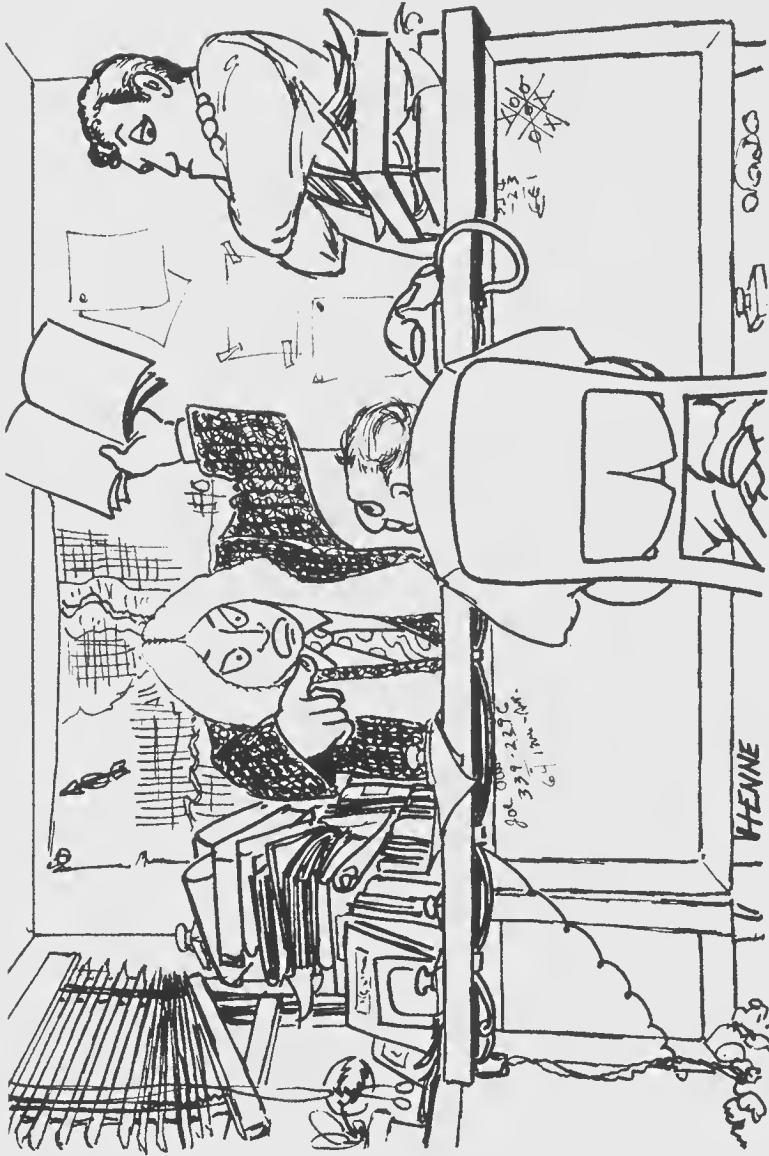
We, as well, find ourselves analyzing proposals for high rise apartment complexes which in most cases, require Metro Council approval. Again reports are written informing Council whether or not zoning and planning requirements have been satisfied.

By far the most interesting area of endeavor is the answering of enquiries from Mr. John Q. Citizen. We are afforded, through Bell's gift to mankind, the opportunity of expounding, and having expounded, at great length the pros and cons of every subject heretofore discussed by man. We receive calls for "Dial-a-prayer", calls from little old ladies desirous of conversation, and calls from individuals after advice for the lovelorn. There are calls from traffic offenders, people lost, people found, and occasionally a call for zoning information, an example of which I am pleased to relate forthwith:

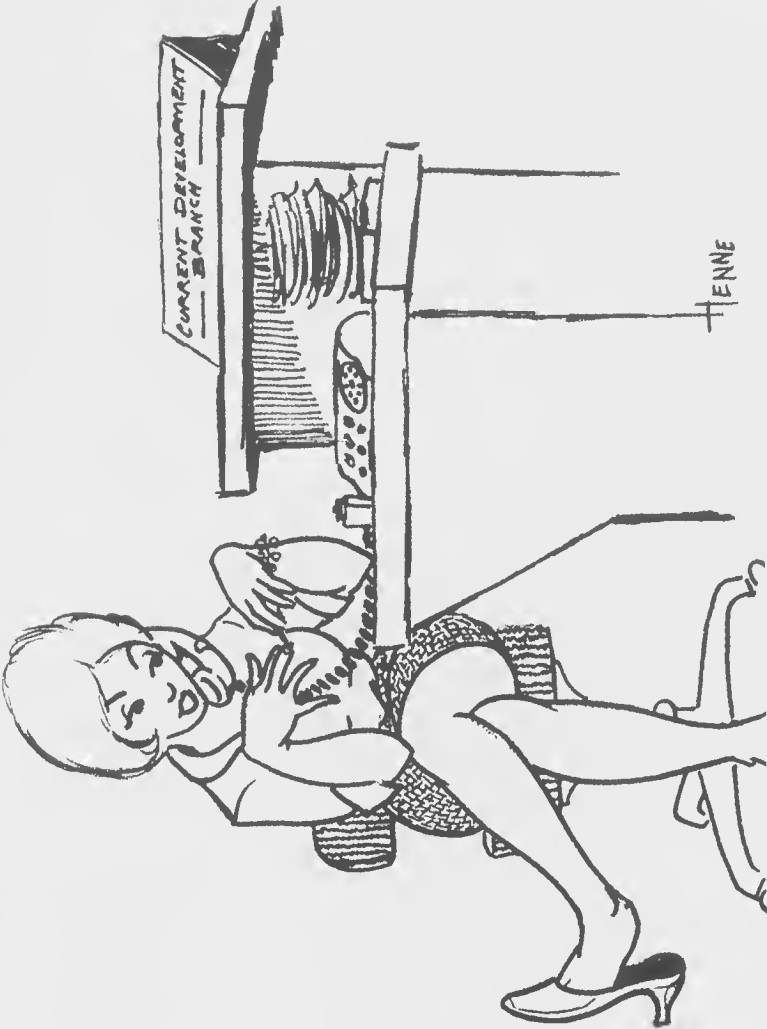


*"Ya mean YOU'RE tellin' me I can't do what I wanna wid my own land?"*





*"I find you in contempt of zoning"*



*"I'm sorry sir, but we don't expect the senior Development Officer to be passing through this way until the middle of April"*

Herbie "Good morning, Zoning Department, Herbie Schwartz speaking"

Caller "Is this the Zoning Department?"

Herbie "Yes sir, may I help you?"

Caller "Who am I speaking to?"

Herbie "Herbie Schwartz, sir"

Caller "Oh, can you tell me the zoning for 369 Ointment Avenue please?"

Herbie "I'm sorry sir, but we don't have a cross reference to house numbers. Could you tell me on which side of the street the property is located?"

Caller "Certainly, the left side"

Herbie "Which side is the left side?"

Caller (indignantly) "Why, it's the side opposite the right side, of course"

Herbie "I'm sorry, but I think you have the wrong number."

Having thoroughly dissected the Development Examiner, we move logically to the Designated Zoning Officer and his assistant, the Assistant Designated Officer. In order to avoid repetition, bear in mind that the following applies to both the Designated Zoning Officer and Assistant Designated Zoning Officer, as, since the Assistant Designated Zoning Officer assists the Designated Zoning Officer, it logically follows that their duties are the same.

Metro's answer to Solomon, the Designated Zoning Officer, is responsible for making policy decisions regarding the interpretation of the Zoning by-laws. His day is spent in this pursuit, as well as indulging in telephone conversation ad infinitum and writing lots of letters. He wields the whip, insuring the office is run in an efficient manner and tries desperately to curb the natural impulses of a staff of men located next to a steno pool.

On many occasions when a problem (or a developer) confronting a member of the staff becomes particularly difficult, the

Designated Officer will find either or both placed before him for his special attention, at which time fair and just decisions are usually forthcoming.

At the end of the day, as the sun sinks slowly behind the Transit Building, this venerable gentleman can be seen on his homeward trek, his grey head bowed, his shoulders stooped under the weight of his responsibilities, his worn features drawn, but with bright, alert eyes, and we feel secure in the knowledge that his efforts lead us all to a better world tomorrow.

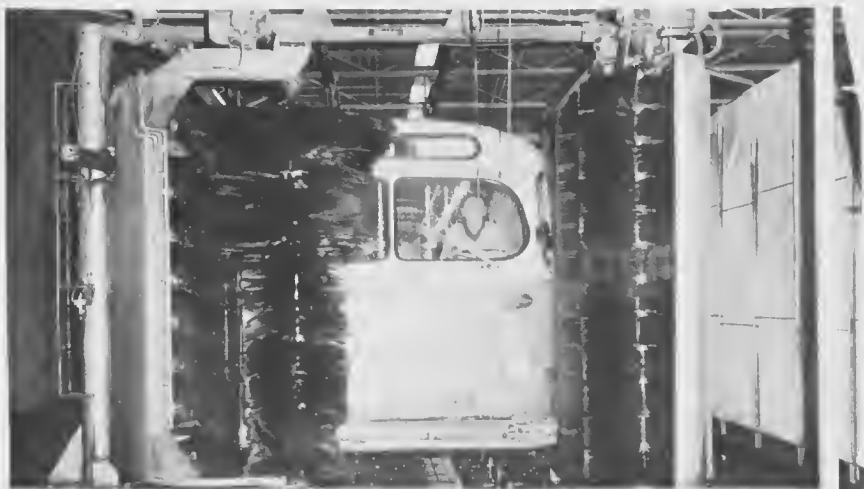
(EDITOR'S NOTE: - The foregoing paragraph is included at the insistence of the Designated Zoning Officer.)

Our branch head, the Senior Development Officer is the last member of the staff to fall victim to this pen. I've decided to throw all caution to the wind, and lay bare the facts.

The position of Senior Development Officer is a nebulous one. It has few explicitly defined lines one could follow. His responsibilities vary, and touch all parts of the branch's operation. He is involved in processing applications for new subdivisions, by-laws rezoning tracts of land, and applications for the development of multiple family residential complexes. His time is actively spent scudding from a hearing at the Committee on Planning, to a Municipal Board Hearing, to a Board of Adjustment hearing, at all of which he is required to present reports dealing with individual cases. Much of his day is spent advising developers regarding their proposals and maintaining liaison between the Municipal Councils, Metro Council, and the developers themselves.

Allow me to insure you, dear reader, that although the description of the Senior Development Officer's position is short, it should not be interpreted as underestimating the importance of his responsibilities. ... perish the thought.

So now, in closing, let us remember the words of that renowned intellectual and humanitarian, a man who has become a legend in his own time, loved and revered by all, whose name escapes me, "A City of this size, without a Current Development Branch would suffer utter confusion, but with such a department enjoys organized chaos".



## Monster Cleaning Lady

**T**HINK of vacuuming and dusting 500 rooms each day, rooms which measure roughly 8 1/2 feet by 40 feet, each of which contains seats for 51 people. The rooms have doors that open onto dusty or snowy streets which hundreds of people walk in without ever wiping their feet! Think of washing down outer walls, of filling fuel tanks, checking water levels and of performing a number of other similar duties.

Then you begin to get a pretty good idea of what is involved in servicing a fleet of 500 Transit vehicles and in maintaining the high standard of cleanliness which Metro's bus riders have come to expect.

The work is carried out at the three Metro garages, some between 8 A.M. and 4 P.M., but the bulk of it between 6 P.M. and 5 A.M. every day of the year.

The job was a formidable one prior to moving to the Fort Rouge Transit Base. The servicing was done in a section that had originally been used as the Streetcar Barns — the area was poorly lit and was lacking in adequate heating facilities. Buildings, dating back to 1894, were scattered about the complex. Utilitymen were required to drive buses along busy streets before and after servicing.

The bus servicing facility at 421 Osborne Street has overcome these problems. Possibly the greatest benefit is the elimination of travel on public streets during the servicing procedure. Another significant benefit is the marked improvement in the atmosphere in which utilitymen work. The service line incorporates two bus interior cleaners, each of which is inter-connected with a large air makeup unit. These units bring in fresh air from outside, heat it and discharge the warmed air into the service area.

The automatic bus washing machine, built in Winnipeg by Washtronics Limited, is the most modern machine of its kind on the market today. An underfloor chain system hooks to a rear inside dual tire and pushes the bus a constant rate of speed through the washer. The front and back of the bus, which formerly had to be washed by utility men using long handled brushes, are now washed automatically by large revolving brushes, as are the sides and top.

The improvement in servicing procedures is but one of the many features that make possible a more effective maintenance program at the Fort Rouge Base. These improvements all add up to a substantial savings in operating costs.



*Above:* Huge bellows, attached to front door of bus 517 vacuums all interior dirt and rubbish into the storage cabinet.

*Below:* Utilityman J. Hrydoway directs high pressure air from two "wands" to stir up dirt which is drawn into a large storage cabinet for later disposal.



# We tips our 'at

by G. A. Chandler

*By rail and pipe, a tour of  
"Waterworks and Waste Disposal".  
You'll never do it quicker.*

**A**S this is the "first" issue of this publication your reporter feels an introduction to the various functions of this Division is in order.

To many of you this will be "old hat", but there are those to whom the very name "Waterworks & Waste Disposal" indicates two functions; the supplying of water and the treatment and disposal of sewage for the Metropolitan area. In a sense this is true, but to accept this version is like attempting to evaluate a book after reading only the first and last pages.

This Division is under the leadership of Alexander Penman, Director, who is most capably assisted by R. Craig Sommerville, Deputy Director and Chief Engineer; Jim M. MacBride, Engineer of Operations; George E. Burns, Engineer of Design; Vic T. Harris, Administrative Assistant; and Harold M. Lacey, Chief Chemist.

The Operations Department takes on the responsibility of day to day operation of the water supply and distribution system, as well as the Sewage Collection System and treatment facilities. In the waterworks system, this includes the operation of the intake facilities located at Indian Bay approximately 100 miles east of Winnipeg, the aqueduct, which conveys the water from Indian Bay to the Metropolitan area, the Railway which operates between Indian Bay and St. Boniface, water storage, treatment and pumping facilities and the operation of the arterial distribution system, including metering devices. The Sewage Collection System involves the operation of the sewage pumping stations, comminutors, interceptors and the North End Secondary Treatment Plant and the Charleswood Lagoon.

The Design Department prepares the engineering designs and supervises the construction of the majority of the capital improvements required for the Division. This Department provides engineering services to the operating departments on maintenance and renewal of works. The Department acts as a future planning unit and provides for the integration and development of municipal water and sewer facilities

with those of this Division. It also provides engineering and survey services to the Metro Parks and Protection Division. It might be well to point out here that the Design Department plays an important role in the pollution abatement program.

We would be remiss if we did not mention the Research and Laboratory Control Department which serves the Division in several areas, primarily supplying technical services needed by the Operations Department for the routine control of our water supply and waste treatment processes. This Department also carries out the sampling, testing, and administrative details required for the Division's Industrial Waste and Pollution Control programs.

Approximately one third of this Department's resources are involved, (in co-operation with the Design and Operations Departments) with research projects to meet the present and future objectives of the Division. The Laboratory also co-operates with all Greater Winnipeg cities and municipalities to investigate and eliminate consumer complaints.

The foregoing "thumb nail" sketch will, I hope, acquaint you with the broad functions of this Division and the role it plays when you turn on your taps and make use of the good quality water which gushes forth, or when you make use of your disposal facilities.

I think that you should be let in on a well kept secret. The five people mentioned above do not operate this Division without help. They have a very competent group of people consisting of: Administrative Staff, Engineers, Clerks, Stenographers, Secretaries, Draftsmen, Supervisors, Operators, Technicians, Inspectors, Surveyors, Maintenance Men, Carpenters, Machinists, Electricians, Mechanics, Gardeners, Train Crews, Railway Section Crews, Caretakers, Dispatchers, Samplers, Cook and Storekeeper who, through their individual and collective efforts, have contributed greatly towards the successful operation of this Division and with whom it is a privilege to work and associate.



*Waterworks and Waste Disposal isn't all plumbing – pipes and pumps. Some of it is smoking – pipes and books. Here are the two smiling "top men" of the Division. Above, Alex "Sandy" Penman, Director; below, Craig Sommerville, Deputy Director and Chief Engineer. They have planned Metro Winnipeg's water supply to the year 2020.*



# A BIG YEAR FOR TRANSIT

**N**INETEEN SIXTY-NINE was an exciting and eventful year in the history of Metropolitan Winnipeg's transit system.

The most exciting event had to be the move to the new "Fort Rouge Transit Base" - to use its official designation.

The move brought to a close an era which dated back to 1882. In October that year a young man from Toronto, Albert W. Austin, introduced public transportation to Winnipeg in the form of horse-drawn street cars and built his offices on the banks of the Assiniboine River near Main St. Bridge. The location was occupied by Transit from that date until August 29 of last year.

For seventy-five years, since 1894 when the Winnipeg Electric Street Railway bought out Austin's horse car company and moved its car barns to that location, it remained Transit's main base of operations.

Although a number of additions were constructed over the years, the base finally became grossly inadequate and outmoded. Auto traffic built up the several streets which criss-crossed the site and hampered operations. Working conditions in some areas became deplorable.

The Fort Rouge Transit Base, the largest and one of the best engineered bus storage and maintenance facilities on the continent, has provided the much needed additional capacity; a streamlining of servicing and maintenance facilities and greatly improved working conditions.

## FARES INCREASED

Metro Council views public transit as an essential service which cannot be expected to pay its full costs out of farebox revenue. However, when it became evident that the transit deficit would exceed \$4 million, council obtained authority to implement a fare increase on April 1st. Although many other cities had received several increases, this was the first for Transit riders in Winnipeg since 1957. In fact Metro had actually reduced fares since then by abolishing zone

fares and knocking 50 cents off the price of bus passes to make them an even \$10.00.

The increase was accepted by riders even more tolerantly than was expected. In the nine months after fares went up, riding dropped 8 percent when it was expected to drop by 9 percent. Revenue which was expected to show a 26 percent increase actually increased by 27.2 percent.

The 1969 deficit, which was expected to reach \$5.9 million without a fare increase, was held to an estimated \$4.5 million!

## SENIOR CITIZENS ASSISTED

During the 1969 Metro Council's attempts to obtain a reduced fare for Senior Citizens were finally successful. On two previous occasions Metro had applied for authority to allow such a fare. On both occasions the application was refused and it became necessary to enact special legislation to obtain the authority. Nearly 30,000 Metro Winnipeg Senior Citizens are now riding for half the regular ticket fare.

## NEW BUSES

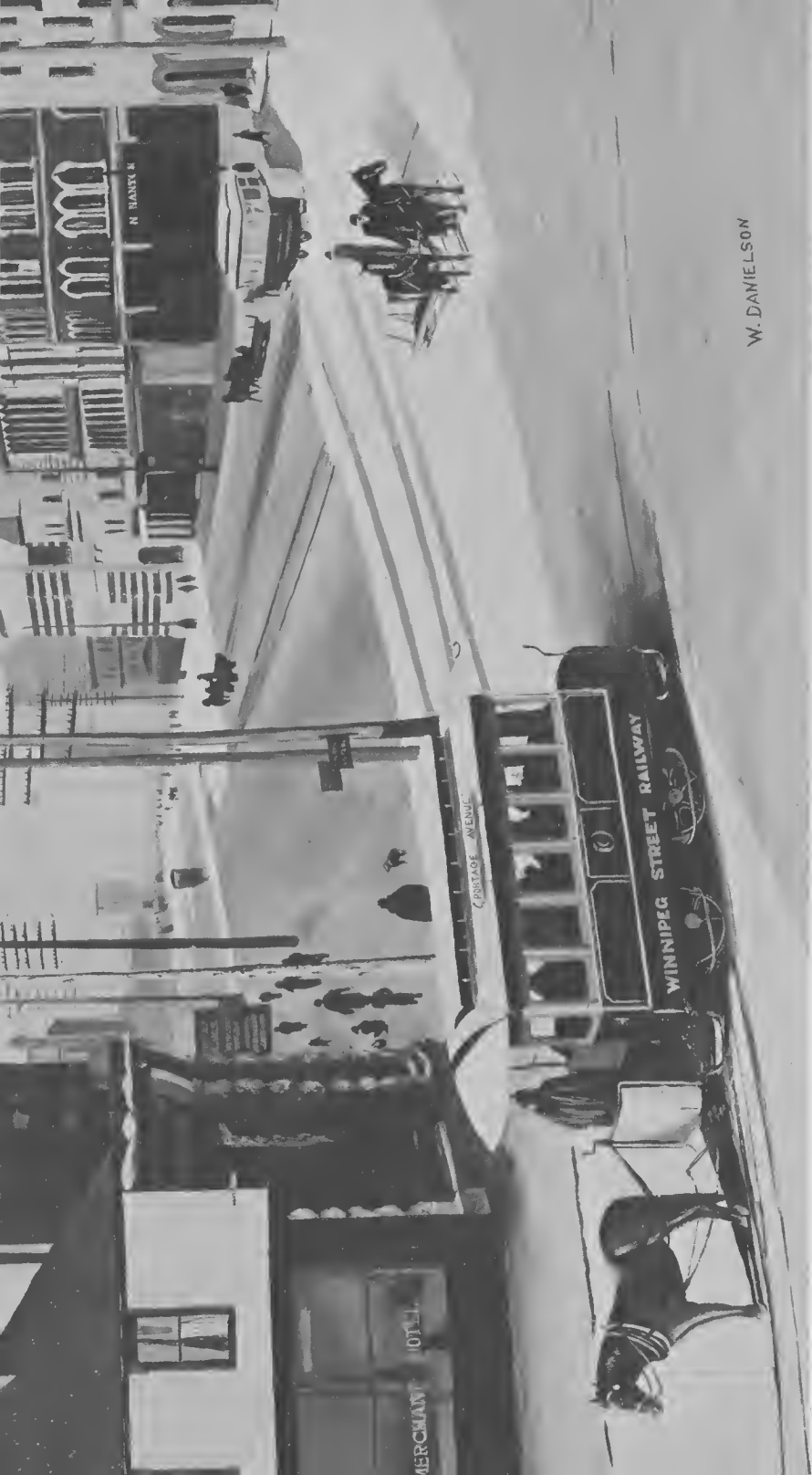
During the year a contract for an additional 80 new 51-passenger diesel buses was awarded the Western Flyer Coach Ltd., of Fort Garry. The unit price was \$37,794.75 for a total of \$3,023,580, a substantial boost to the economy of the Metro Winnipeg area. Final delivery was due in February of 1970.

Forty of the new buses were earmarked to replace trolley buses and twenty three to replace obsolete diesels. Fifteen were used to inaugurate the new Waverley-University bus route and two were used to augment the fleet and relieve the pressure on the maintenance program.

## STUDENTS' FARES

Students who required permits to ride for children's fare were given a break in 1969. The upper age limit for children's fare was raised from 13 to 16 years. All time restrictions were removed on the use of students fares for 17 and 18 year old high school students who show a Metro photo identification permit.





W. DANIELSON

*The beginnings of transit in Winnipeg – horse drawn cars ply their routes on Portage Avenue and Main Street, leading thoroughfares then as now. Albert W. Austin started the first tram system in 1882 and horses powered the Winnipeg Street Railway for the next 12 years.*



*Main office building of the original Horse car company, which was located close to Main St. bridge on the banks of the Assiniboine. This building was used in its final years as a fender repair shop, until it was removed soon after the 1950 flood, to make way for a pumping station.*

## "ASK THE PRO"

by W. H. Gray,  
Florist Supervisor  
Assiniboine Park Conservatory

**Q.** What basic care does the average house plant require?

**A.** There are two types of plants which are used for decoration in our homes and offices: the flowering varieties, and those varieties which are grown for the beauty of their foliage. The care of each type is basically the same.

SOME knowledge of the growth habits of your plants is helpful and interesting, but is not really essential when we are dealing with the common varieties most of us have in our homes. For a long and healthy life, all these common plants require is suitable soil in a container of proper size, with good drainage. Thereafter, common sense and patience is all that is needed. Water should be pro-

vided only when the soil is dry to the touch. Never start a regular watering routine as this usually results in over-watering. The plant should never be allowed to stand in water for any length of time. The foliage must be kept clean so as to discourage the growth of disease and insects. Most of our plants do not need to be fertilized, but if such is the case, fertilize very sparingly.

# A Memorable March

by Jack Pearce

*Boganeers came into their own on a bitter day in 1966.  
Now Metro's Emergency Measures Organization has a standby force that could save  
your life.*

THE date, Friday, March 4th, 1966 is etched in many memories as the beginning of an ordeal they would rather forget.

Do you recall the blizzard that almost paralyzed Metro Winnipeg that week-end? People sleeping overnight in downtown department stores? Transit buses with their operators stranded for hours in snow drifts which all but buried them? Old Age Pensioners isolated; short of food; in need of medical aid or drugs? Remember?

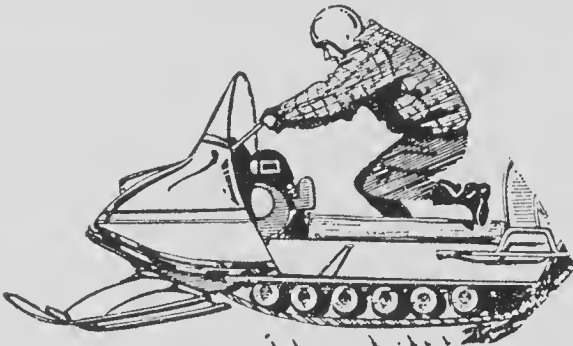
A lot of things resulted from that storm. A lot of people worked a long time without rest or relief because the life of the city had to go on. Many people volunteered to help, and among them were many owners of power toboggans who responded to innumerable requests for emergency assistance of one kind or another.

As a result of the 1966 experience, through the efforts of Metro's Emergency

Measures Organization (EMO) and radio personality "Red" Alix, a power toboggan club, the "Manitoba Boganeers", (as well as many individual machine owners) are now affiliated with EMO to provide assistance should a similar emergency arise again.

With more than 60 volunteers dispersed throughout the Metro area, they are organized into 5 districts, each with its own team captain. Any situation requiring the services which the club can provide will be channelled through EMO to the district captain concerned, who can then despatch a man and machine to answer the call.

Regular monthly meetings of the club are held at the EMO office on Portage Avenue throughout the winter, keeping members informed of activities and responsibilities. Interested individuals are invited to contact Jack Pearce at EMO for further information. Phone 888-2351.





*Back to school for new jobs in Transit.  
Left: Bill Stasiuk; Right: Stan Yaremkevich.*

*Transit felt the  
impact first and  
retraining was  
the answer.*

# Technology and the Man

*by Ron Parkinson*

THE term "technological unemployment", if not the fact, was virtually unheard of twelve years ago. Today both the term and the fact are widely known. Technological unemployment is due almost entirely to automation in its various forms. It has brought about more changes in the past decade and a half than in the preceding four, both for blue-collar and white collar workers. The pace has been accelerating.

Clearly, the problem of technological unemployment represents one of the greatest domestic, economic, and social challenges of our time.

What does this have to do with us in the Metro Corporation? What steps are we taking to meet it?

This change may not have affected many of you yet, but it has affected some employees. In the Maintenance of Equipment Branch of the Transportation Department of the Streets and Transit Division, the decision to phase out trolley coaches in favour of diesel buses, created the problem of what to do with the employees of the Trolley Coach Maintenance Section.

In answer to the second question, the steps taken were a joint project of Management the Amalgamated Transit Union and the employees concerned, to retrain to become diesel mechanics.

A fourth participant in, the program, who aided us in formulating and introducing the theory part of the training in the program was Red River Community College,

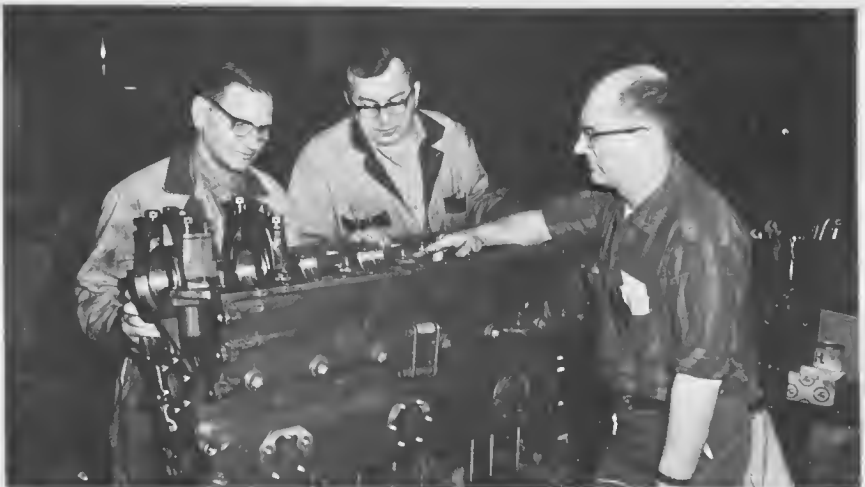
Before entering the program the applicant must pass the O'Rourke Mechanical Aptitude Test. Credits are given for past service and courses attended up to a maximum of 48 months. The basis is 39 months' credit for each 240 months of service, plus 6 months' credit for each

known at the time as the Manitoba Institute of Technology.

The "Diesel Bus Training Program" was instituted and the employees interested in retraining signed up. The program is basically four years as a Mechanic's Helper and two years as an Improver.



*Affectionate care for motors and control mechanisms.  
Above: l. to r.: Larry Curtis, Jimmy Alsop and Gus Verlander.  
Below: l. to r.: Walter Jennings, Bill Stasiuk, Karl Fedoryshyn.*



course successfully completed at the Red River Community College.

A trainee, on completing 48 months (less any credits) as a Mechanic's Helper, is entitled to attempt a test to be classified as an Improver. This test is set and marked by the R.R.C.C. Allowance is made for postponement of this test if the individual feels he needs more experience before writing.

On completion of two years as an Improver and passing another test, an employee will be appointed to the classification of "A" Mechanic-in-Waiting or "A" Mechanic, depending on staff strength at the time.

For the first four years, or portion thereof, the Trainee receives pay at the same rate as a Journeyman's Helper. The Improver is paid for the first year, at the same rate as a "fourth year-first six month" apprentice and for the second year at the same rate as a "fourth year-second six month" apprentice.

Ten employees entered the program, six of these in 1969. The average age of those participating in 1969 was 50 years.

One of the participants is now classified as "A" Mechanic; one is a Second Year Armature Winder Improver; two are First Year Improvers; five are Journeyman's Helpers in-Training and one has withdrawn from the program and will remain as a Journeyman's Helper.

The course fee at the R.R.C.C. is \$10.00 per session. On commencement the student pays \$5.00 and the Corporation \$5.00. On completion, if his performance and attendance has been good, the student's portion is refunded by the Corporation.

So far this program appears successful, and re-training has been beneficial to the participants. It has shown the merit of consultation and co-operation of all the parties concerned to solve these problems.

Retraining is not the only answer to technological change or unemployment; there will be other elements to be considered in future.

Other areas within the Corporation have been affected, and the problem is being solved in a different way. At a later date we hope to have the opportunity to explain these to you.



*Arnold Duddek, left, and Mike Magus, right, apply themselves to theory of diesel in classroom sessions.*

## Profile

# Gunter Schoch

*Metro  
Landscape  
Architect*



THE American Institute of Landscape Architects (A.I.L.A.) recently honoured Gunter A. Schoch of the Metro Parks Department by naming him "Man of the Month" for December 1969. As a basis for making such an award, the Association points to Mr. Schoch's large contribution to the outstanding landscape development of the Assiniboine Park Zoo in recent years. Such recognition from an Association of this stature is tribute indeed to his contribution to his profession.

Gunter Schoch (pronounced "shock") has been active in the field of horticulture for over 20 years, including study of Landscape Architecture and Horticulture in his native Germany. His first position as a Landscape Architect was with the City of Berlin Parks Department, where he was involved in the large-scale reconstruction program necessary after the war.

In 1953, Gunter emigrated to Canada with his family and joined the staff of the Winnipeg Board of Parks and Recreation, where he worked until he was transferred to Metro in 1962 to become Landscape Architect.

Since 1967, Mr. Schoch has served the American Institute of Landscape Architects as a Director; Secretary; and Vice-President, and at its recent annual meeting, in San Diego, California, was again elected to the executive for 1970. He has also been a Director of the Mid-Continent Regional Park and Recreation Conference, and in 1966 was named an Honourary Life Member of that organization. In addition, he has been a member of the Planning Committee for the beautiful International Peace Garden, located on the boundary between Manitoba and North Dakota on Highway 10, south of Boissevain.

North Kildonan is Gunter's home town now and he has also been very active there in local civic affairs, acting as Secretary, and then Chairman of the Parks Board for five years. For the past three years he has served as Municipal Arborist in North Kildonan. In this latter capacity, he has been instrumental in the planning and execution of a model boulevard tree program which has received extensive publicity in professional publications.

*Please turn the page for some examples of this landscape architect's art.*



*Old creek-bed has been beautified. Near Peguis Pavilion,  
Kildonan Park.*







*Approach to the zoo, Assiniboine Park.*



# Lamblin's Lambkins

*A truck, a sled, an autoboggan, tons of paper,  
roomfuls of furniture and worlds of love*

**F**OR John Lamblin, Outside Carpenter with the Transit Maintenance Branch, service to others less fortunate than himself plays an important part in his life. Incredible as it might seem, that part accounts, on the average, for more than two hours of his time every day and a great deal of hard work. The main beneficiaries of his outstanding contribution are the handicapped children of the St. Amant Ward of the St. Vital Hospital.

It all started years ago when Mrs. St. Amant, the kindly Transcona woman who had a retarded child of her own and had made a home for dozens of others, died and left the children homeless.

The children were moved to Tache Hospital but the number being cared for increased so rapidly it soon became necessary to find larger quarters.

The numbers of patients at the St. Boniface Sanatorium was diminishing and the Knights of Columbus converted one floor of the hospital into a ward for mentally handicapped children and named it in memory of Mrs. St. Amant.

When the conversion was completed, however, there were no funds left with which to purchase much needed equipment, furniture and supplies for the children's education and recreation.

Sister Lane who, with Sister DesRosier was in charge of the ward, had been a childhood friend of John Lamblin in the Eriksdale district during the dark days of the depression. Together they had worked to help those in need in the area and Sister Lane recalled Lamblin's untiring efforts in helping others. Her call to him for assistance started an enterprise which is still going strong, eleven years later.

Lamblin was working with the 3rd Scout Troop and for two years obtained the assistance of the Wednesday night cub pack under the leadership of Mr. Jim Gaw. The money raised from the sale of newspaper

and bottles collected by the boys soon made possible a donation to the children's ward of toboggans, sleighs and highchairs.

Lamblin has since organized a company of no less than 262 volunteers who gather paper for him to collect, which he does with his own truck. Collections have reached 2 1/2 tons per week and have made possible donations which have included such items as hospital beds, washing machine and dryer and complete furnishings for two classrooms, valued at nearly \$1,000 each.

When volunteers to take the children out of doors in the winter became hard to get, Lamblin was able to raise sufficient money from his paper collection to give the children a snowmobile and sled for Christmas 1968.

He was busy raising funds last November to buy a small tractor and trailers for the children for last Christmas when misfortune struck. His truck was demolished in a collision with another vehicle while gathering paper and for six weeks he was without transportation. "I never before felt so lonely," he said of his enforced idleness. With the help of well-wishers Lamblin was able to obtain another truck and at time of writing has raised all but \$350 of the cost of the tractor.

Lamblin and his company of volunteers also gather clothing and keep three missions in northern Manitoba well supplied. As if this was not enough he also contributes his skill as a carpenter whenever needed.

Lamblin is a modest man and gives much of the credit for the success of his venture to his many friends and volunteers who assist him. He has special praise for John Fontaine of the Maintenance Branch and for Bill Cahill, now retired from the Maintenance Branch, who have given invaluable assistance from the beginning.

Of his own exceptional contribution of time and energy he says "It's no sacrifice; I enjoy it".



*John Lamblin helps a Nurses's Aid settle some of the children from the St. Amant Ward before being taken for an outing by a hospital orderly. The snowmobile and sled were purchased with proceeds from the paper collected by Lamblin and his volunteers.*

*John Lamblin and two of the children of the St. Amant Ward in one of the two classrooms furnished by Lamblin and volunteers with the proceeds from the sale of paper they collected.*





**GEORGE McDERMID** receives a hard hat from Roy Church, Manager of Transit Operations in recognition of his part in the development and construction of the Fort Rouge Transit Base. Bob Simister, who looks as though he lost a tooth, because of the cigar he is smoking, was Emcee of the gathering.

## Transit Base: Crown for a Career

**G**EORGE McDERMID, former Manager of Transit Operations and the man responsible for the development of the Fort Rouge Transit Base, retired on December 31st. His retirement brings to a close 41 years of service with Metro Transit and its predecessor organizations.

After graduating from the University of Manitoba in 1928 with a B.Sc. in Electrical Engineering, George joined the Winnipeg Electric Co. He transferred to the Transit Dept. in 1932 and held a variety of positions.

In 1953 he was appointed assistant general manager of the Greater Winnipeg Transit Commission. When the Metropolitan Corporation took over the operation of the Transit System he was appointed Manager of Transit Operations.

Due to retire in 1965, George agreed to stay on as Transit Study Engineer to develop the new Fort Rouge Transit Base which was formally opened last November. He conducted the original studies for the selection of a site for the base and was responsible for its development through to completion.

George is a past President of the St. Boniface Kiwanis and a Past Lieut. Governor of the Eastern District, Manitoba Kiwanis.

He was made a Life Member of the Engineering Institute of Canada in recognition of his 35 years of Membership.

To mark the occasion, a number of past and present associates presented George with a set of golf clubs at a dinner given in his honour.



*George McDermid tried a practice putt with his new clubs under the critical eyes of some of his present and former associates who turned out to honour him. From the left they are: E. V. Caton, former Vice President and Chief Engineer of the Winnipeg Electric Co., Councillor Bill Hutton; Don MacDonald, Executive Director; Bob Tibbs, General Foreman; Bob Simister, Supt. of Electrical Distribution; George McIntosh, former Manager of Personnel of the Winnipeg Electric and Greater Winnipeg Transit Commission; Casey Kozak, Body Shop Foreman and, placing the "ball" for Georgè, Roy Church, Manager of Transit Operations.*

## **PARKS AND PROTECTION DIVISION— A WINNIPEG BRANCH OF THE U.N.?**

**M**ANY years ago a person might have received the impression that a man had to own a kilt and roll his r's to be a Parks employee. Names like MacDonald; Gallacher; Heberton; Hutclison; Stevenson; etc., were liberally sprinkled on the payroll records of 25-30 years ago.

Today's Parks and Protection Division payroll looks more like a roll call of countries at the United Nations. With a total staff of approximately 520 during the peak of 1969 summer operations, no fewer than 26 different countries were represented by at least one man, and in some cases, by several men who have enigrated to Canada. Had first generation Canadians been included, the list would probably double. In addi-

tion, only the provinces of Newfoundland and Prince Edward Island were not represented on the staff last year.

Can any other division top this list?

Australia	Japan
Austria	Latvia
Belgium	Lithuania
Czechoslovakia	New Zealand
Denmark	Poland
England	Roumania
France	Russia
Germany	Scotland
Holland	Sweden
Hungary	Trinidad
India	Ukraine
Ireland	U.S.A.
Italy	Yugoslavia

# Down Under

*Construction news from the  
Waterworks and Waste Disposal Division.*

**T**HIS winter has witnessed the reconstruction of a sewage forcemain, crossing the Red River between the cities of St. Vital and Winnipeg. This sewer is approximately 2300 feet in length and extends from the Mager Drive Pumping Station in St. Vital to the intersection of Baltimore Road and Churchill Drive in Winnipeg.

The existing forcemain was installed in 1937 and it is no longer economical to make repairs. In addition to this, increased flows necessitate a larger capacity sewer. Reconstruction is being done by Nelson River Construction Ltd., at a cost of approximately \$69,000.00.

This project is of particular interest as it is a first of its kind in the Metropolitan area. We used a plastic pipe, 18 inches inside-diameter. The pipe carries the trade name "Sclairpipe" and is a polyethylene pipe. The more conventional method used in the past consisted of steel pipe for the river crossings with precast concrete pipe and/or asbestos cement pipe on "Dryland". In this particular installation we are using plastic pipe throughout. The jointing procedures used with this plastic pipe permits laying the pipe as one continuous length throughout. As this pipe material is corrosion resistant, the

extensive treatment applied to steel pipe is not required. Costs are much less.

A 54" diameter interceptor and pumping station is being constructed as the first stage of the proposed Northwest Interceptor and extends from Leila and the Hydro right of way to Mapleview Drive, a distance of approximately 4,100 feet. Borger Bros. (1963) Ltd., are doing the work.

Two feeder mains are now in the final stages of completion. One extends from Ravelstone at Old Highway 59 to Henderson Highway via Highway 59, McLeod Avenue, Gateway Road and the Beltway. The other extends Northerly from Fife and Inkster along Fife to Old Kildonan thence easterly in Old Kildonan to the west limit of the Hydro Transmission right of way. These feeder mains will service North Kildonan and Old Kildonan respectively.

Stage III of our South End Sewage Interceptor System is nearing completion. This section extends from St. Mary's Road in St. Vital to the East side of the Red River via the Winnipeg Hydro right of way, and is a monolithic concrete tunnel sewer with approximately 6100 feet of 60 inch diameter and 800 feet of 54 inch diameter.

More construction news next issue.



*Winter is river-crossing time for pipelines but first you must build a bridge  
as a base for lifting and placement of the pipe.*



*Machine below is used for melt-fusion process to join sections of polyethylene pipe into continuous length of more than 1,000 feet for one-piece insertion in river bed.*



# TELEPHONE TECHNIQUES



**P**EOPLE know that success in business depends largely upon how you treat your customers, how much goodwill can be created, how pleasing and efficient is your service. So much business is done by telephone in this age that a telephone personality plays just as important a role as a face-to-face personality.

No matter what your job may be, your stock in the eyes of others rises when courtesy and friendliness are in your voice.

The following are some common-sense suggestions that telephone users in all lines of business have found helpful. Sometimes they are so simple that people are apt to overlook them.

## Speak Directly Into The Mouthpiece

Regardless of the physical quality of your voice you can improve the clarity of your speech merely by speaking directly into the mouthpiece—lips not more than a quarter of an inch away. Speak to the person—not at the telephone. Use the caller's name whenever possible—there is no sweeter music in his ear.

In all conversations, try to get the Caller's viewpoint. DON'T—interrupt, or argue, or become impatient! And DON'T make him repeat because of inattention on your part! You weaken yourself and your employer by being drawn into an argument.

## Answer Promptly

People don't like to be kept waiting. You do not like it yourself. Some of the slow answers which make callers impatient are due simply to failure to keep other telephone conversations reasonably brief. A minute while waiting can seem like an eternity—while talking it passes like an instant.

Answer promptly. Slow answers irritate customers, tie up lines which might be used for other important calls, lose orders.

## What To Say When You Answer

When the bell rings you open the telephone door, first words are important. Remember, you don't know who is calling. It probably will be a transit rider or potential rider. You would want to make such callers feel welcome as a friendly host on his own threshold welcomes guests.

Avoid such indefinite and time-wasting words as "Hello" and "Yes." The best way to answer is to identify yourself by announcing your name, or your company or department, or your telephone number, depending upon what will be most helpful to the caller. Examples: "Brown here" or "Brown speaking." "Transit Information."

## Answering Another Person's Telephone

If you are answering another person's telephone you should give the name of that person. For example: "Transit Commission—Mr. Smith's office." Sometimes when you answer another person's telephone, it will be helpful to find out who is calling, if he does not identify himself. The best way to do this without appearing inquisitive, and to make it clear that the information is for the other person, is to ask a question like one of these:

"May I tell him who is calling, please?"

"May I take a message for him, please?"

"Would you like to have him call you?"

This method also indicates your willingness to be of service to the caller.

## Answering Calls Meant For Someone Else

Keep in mind that being transferred from one telephone to another may be annoying to the person calling. No one likes to be obliged to repeat what he has to say to several different people, before reaching the right person. Therefore, if you can attend to a call satisfactorily yourself, do so. Don't transfer it.

If you can't take care of the call yourself, you may say that you will refer the matter to the proper person, naming him if possible. In some cases you will want to in-

"That is something Mr. Brown looks after. I will tell him about it, and I am sure he will give it prompt attention."



dicating that the person calling will be called back. In other cases this won't be necessary. For example:

"I am sorry, but that is not handled in this department. If you wish, I will refer the matter to the proper person and ask him to call you back."

#### Transferring Calls

If you know where the matter should be referred, and that someone will be there to handle it, it may be advisable to transfer the call. For example:

"That is handled by our Traffic Department. If you wish, I will have you connected with them."

When transferring calls, make sure that the person calling knows what you are doing. When desired information cannot be given immediately, explain that there will be a slight delay. For example:

"Will you hold the line please while I find out about that?" On returning to the telephone, if there has been some delay in doing so, apologize for it or thank the other person for waiting. For example: "Thank you for waiting, Mr. Smith."

"I am sorry to have kept you waiting, Mr. Smith."

Add a few words of explanation, if it appears desirable to do so—but don't overdo it!

In cases where it would require some time to secure the necessary information, or to take the required action, offer to call the other person back later. For example:

"I am sorry, but it will take a little time to get that information. If you wish, I shall call you back as soon as I have it."

"Would you like me to call back as soon as I can get that information, or would you prefer to wait?"

#### Replace The Receiver Gently

When you have finished a telephone conversation, and courteously said "Good-bye" or "Thank you," replace the telephone receiver gently on the cradle. Slamming the receiver might cause a sharp crack in the ear of the person with whom you have been talking. You would not slam the door after an actual visit. Be just as careful in closing your telephone door.

Get the most out of your telephone voice. Get the smile in your voice that you like to see in people's faces when they talk to you. It doesn't matter much what type of voice you have, you can improve its quality if you will put a smile into it.

(This material has been adopted from "Good Telephone Practice" published by the Manitoba Telephone System.)

## The Way to Give

THE Metro Employees Charity Fund was formed in April, 1954, when it was generally felt that the many charitable appeals being made on employees throughout the year could be consolidated into one campaign.

To show how successful this idea is, consider the following — there are over 1100 members in the Charities Fund who contribute at least 1/3 of 1 percent of their earnings as charitable donations. This means over \$27,000.00 is given by the employees of the Metropolitan Corporation each year.

The M.E.C.F. is administered by an executive committee consisting of members elected from each division. This committee meets annually to distribute the money collected, according to the needs of groups requesting donations. In 1969, donations were made to the United Way of Greater Winnipeg, the Salvation Army-Red Shield Appeal, and the Poppy Day Trust Fund.

Membership in the fund is voluntary. Application cards are available from the Personnel Department.

# S N O W



## *FIGHTING ON METRO STREETS*

**T**HE direct cost for the removal of snow and ice from roads, railways and airports in Canada now exceeds \$100 million annually. One can, therefore, see just how much a financial burden this is to the people of this country. The Metropolitan Corporation of Greater Winnipeg is responsible for the snow removal and ice control on approximately 225 miles of roadway or 800 lane-miles of roadway in the Metropolitan Winnipeg area. During 1970 it is essential that the Corporation will spend approximately \$1 million in its annual fight to keep the Metropolitan Street System clear of approximately 51.6" of snow. This represents a cost of \$19,400 per inch of snow and represents only those costs on Metro Streets. As a comparison, the Montreal area receives approximately 99.1" of snow per year, Regina 43.0" of snow per year and Revelstoke, B.C. 161" of snow per year.

An effective and efficient snow removal and ice control service requires good planning, good men and adequate equipment. Recognizing these needs, the Construction and Maintenance Branch of the Streets and Traffic Department has prepared a Snow Removal and Ice Control manual which outlines the responsibilities and standard operating procedures for all those engaged in the

annual snow fight on the Metropolitan Street System. This all encompassing manual is frequently referred to as the "Inspector's Bible". The men who conduct the operations must have a thorough knowledge of all matters relating to their areas of responsibility. They must be capable of fighting snow and ice storms under the worst possible conditions and dealing effectively with one of Nature's most unpredictable forces—the weather.

### **Preparation**

The Construction and Maintenance Branch is responsible for co-ordination of the planning, as well as organization of the men and equipment, and materials in such a way that even after the worst storm normal traffic conditions may be attained in a matter of a day or two instead of weeks.

The Metro Winnipeg area can receive snow as early as October and as late as May so that preparations to combat snowfall extend over one-half of the year. During late September and October, the Corporation arranges for the erection of snow fence at critical locations in order to reduce the quantity of snow blowing onto some of the Metro streets. These locations are primarily in areas where there is little protection afford-



*Snow and more snow*



ed to the highway system by trees, shrubs or other buildings. The main priority in snow fence protection is from the north westerly direction, the prevailing wind in the Metro area. The most effective installation of a snow fence is for the line of fence to be located approximately 100' distant from the area to be protected.

During the winter season, the Corporation receives advance warning of a snowfall from the Dominion Weather Office via a teletype system which is located in the Transit Base at 421 Osborne Street. The staff keeps in contact with the Public Forecaster prior to the snowfall arriving in the Metro area and at various times during any snow storm.

### Campaign Plan

The Metropolitan Street System in Metro Winnipeg is divided into eight districts. Each of the eight District Maintenance Inspectors in the Streets and Traffic Department patrols the Metro streets in his district. During the winter period, one of the eight District Maintenance Inspectors will work a night shift for one week in every eight. The night inspector is the Corporation's insurance against unpredicted snow or icing conditions. During each week-end, the stand-by inspector is equipped with a pocket-pager signal device which will be activated by the Transit Radio Room personnel when an emergency arises. The pocket-pager is a transistorized radio carried on the person which emits a high frequency signal when activated. The stand-by inspector then contacts the Transit Radio Room personnel immediately in order to find out information on the emergency situation.

Generally speaking, snowfalls at the beginning and end of a winter may be treated with pure sodium chloride (salt) at a rate of 1200 lbs. per 2 lane-miles. Experience has shown that salt may be spread on the street system only when the temperature is above 15 degrees fahrenheit and rising. At temperatures lower than 15 degrees, thus for most of the winter season, a mixture consisting of 100 lbs. of sodium chloride salt is mixed thoroughly with 1 ton of sand and spread over the street system at a rate of 1320 lbs. per 2 lane-miles. When an icing condition develops, bridges and underpasses receive first priority in the spreading of abrasives followed by the main thoroughfares and

then the balance of the Metropolitan Street System as required by inspection. The District Maintenance Inspectors patrol their districts and order whatever isolated abrasive spreading is required. When the initial abrasive spreading has been completed and it is evident that conditions of the sections of Metro streets between those sections previously spread are in a dangerous and icy condition, this is brought to the attention of the Chief Maintenance Inspector and the decision to carry out abrasive spreading for the continuous length of all Metro streets is made by the Streets Engineer.

Under certain conditions, there may only be isolated sections of the Street System which require continuous application of abrasives. In such cases, the District Maintenance Inspector, on his own initiative, would arrange for this work. Icing conditions are considered as emergency conditions and as such abrasive spreading on all Metro streets is carried out at any time day or night. During an average year, 2,000 tons of salt and 20,000 tons of treated abrasives are spread on the Metropolitan Street System.

### Night Operation

Snow plowing operations start on the decision of the Streets Engineer. In all cases, the plowing of snow from Metro streets is carried out at night with the exception that in some of the outlying areas, under severe wind conditions, it is necessary to plow streets during the day in order to keep them open. In order to inspect the plowing operation, the District Maintenance Inspectors are divided into two shifts and are supplemented by any additional staff of the Streets and Traffic Department that may be required.

In the City of Winnipeg, equipment is allocated to the various City districts by the Chief Inspector depending upon the severity of the storm and availability of equipment. All the District Maintenance Inspectors then arrange for the plowing priority of the street system with the priorities again dictated by the equipment available and existing conditions. Consideration is always given to bridges and underpasses and main thoroughfares in that order. Besides the plowing of streets, the Corporation is responsible for the opening and clearing of all bus stops in the Metropolitan area whether on Metro Streets or on Municipal streets. The



*Big push at night makes clear sailing in the morning*



materials from all private approaches on Metro Streets as well as the clearing of all signalized intersections and pedestrian corridors.

In general, snow plowing operations are not carried out unless more than 2" of snow have fallen. Snowfalls over 5" in depth require an all-out plowing operation in which the entire Metropolitan Street System is cleared of snow during one night. During this all-out plowing operation, there may be as many as 120 motor graders, 75 front-end-loaders and other miscellaneous back-up pieces of equipment.

### Complete Removal

In some areas, despite the high cost, there are certain economic benefits derived in completely removing the snow from the Streets System. The hauling of the snow may be undertaken for traffic considerations, pedestrian considerations, from around parking meters and, in general, from all business frontages once a year. Generally speaking, the downtown core and the major arterial streets leading to this area, as well as all bridges and underpasses may be considered as a primary snow hauling area. As such, they are hauled on a fairly continuous basis. In some areas, there is sufficient storage room to pile the snow at the side of the road until such time as the "windrows" of snow become so high it is necessary to haul the snow away. In the majority of locations there is sufficient storage room to plow the snow to the sides of the road and leave the "windrows" for the remainder of the winter.

During a snow *hauling* operation, the snow is loaded into tandem dump trucks and trailer trucks by truck-mounted blowers such as the "Senior Sicard" which loads at the rate of 1500 tons of snow per hour or by smaller snow blowers mounted on front-end-loaders or by belt loaders which may load snow from 500 to 1200 tons per hour. Each blower crew may have 8 to 12 trucks carrying the snow to the disposal sites. In addition, there may be 3 to 5 motor graders and as many front-end-loaders "windrowing" the snow onto the road in order that it may be loaded into the trucks. Tandem dump trucks equipped with wooden side

Corporation is also responsible for the clearing of the "windrows" of snow or scarified boards are able to carry approximately 22 cu. yds. of snow and trailer trucks equipped with side boards can carry up to 37 cu. yds. of snow per load. Each "Senior Sicard" blower used may load as much as 5000 cu. yds. of snow per 8 hour shift at an approximate cost of \$3,000.00 per shift. During an average year, approximately 600,000 cu. yds. of snow is removed from the Metropolitan Street System and dumped at snow disposal sites along the river system and in a few cases, into large fields in the outlying areas.

An old snow fighting adage says "No man can do all things for all people, at the same time". The task of snow fighting is at best a burdensome and thankless responsibility. The key to success lies in a sound snow fighting plan and its flexible implementation with a minimum of outside interference.



A colorful career, spanning fifty-one years comes to an end, after a million miles.

Jim Berry steps off the North Kildonan bus after completing his last run and is met by the Superintendent of Transportation Mr. Ed. LaForme.

Starting as a conductor on the two man cars on February 10, 1919, Jim has been a motorman, one man car operator and, since 1939, a bus driver.

Always an avid sportsman with golf a particular passion we can be sure that par will be taking a beating at the local courses this coming season!

Best wishes Jim.



**B**ELOW Painter Fred Smallwood puts the finishing touches to the Centennial Bus under the watchful eye of Karl Schick. The bus, painted in the Manitoba Centennial Colours of blue and white, shows a history of transit vehicles from the early horse cars to the present day diesel buses. The sketches, first hand drawn from early photographs by Al Cammell were painted onto the sides of the bus by the artistic Mr. Smallwood.

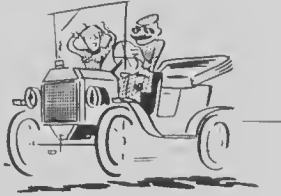
Upcoming Centennial events will be promoted by attractive exterior cards mounted on either side of the bus.



D

*Learning and remembering  
to drive defensively  
becomes a matter  
of course.*

D



C

*By  
E. H. Schmidt,  
Chief Instructor, Metro Transit.*

THE Instruction Section periodically makes the Defensive Driving Course available to all male employees of the Transit Department. This course is held in the conference room at the Fort Rouge Transit Base, 421 Osborne St.

The Instruction Staff are all qualified D.D.C. Instructors and since the start of this course over 600 employees have graduated.

The course is not designed to teach you how to drive a motor vehicle; its main purpose is to teach you how to prevent accidents by driving defensively. The course consists of lectures, training aids and eight very interesting and informative films.

This course was adopted by the Canada Safety Council and then the Greater Winnipeg Safety Council became a co-operating agency. The Metropolitan Corporation is now a sponsoring agency of the Greater Winnipeg Safety Council.

Instead of spreading the material over four sessions, Metro presents it from 8 a.m. until 4:30 p.m. Saturdays, with a break for lunch. The course is of eight hours duration which means that you can complete it in one day.



*Experience is a key to even more knowledge and better attitudes  
for wheelsters who already rank among the best*



# DID YOU KNOW



*At ten points per fact,  
scores over 50 make you a genius  
but less is nothing to be ashamed of.*

**T**HAT the first waterworks system in Winnipeg began in 1882 when a private company drew water from the Assiniboine River and distributed it to the homes. In 1899 the City of Winnipeg purchased the waterworks system and began to use artesian wells, some of which are still in existence.

That the total quantity of water supplied to the Metropolitan Area in 1968 was 14,779,836,000 gallons.

That the total length of bulk feeder mains under the jurisdiction of the Waterworks and Waste Disposal Division is approximately 60 miles. They convey water from the reservoirs and pumping stations to municipalities.

That the total length of water mains in the municipalities in 1968 was approximately 1,002 miles.

That the water storage capacity of the McPhillips Street, W. D. Hurst and George C. MacLean Reservoirs totals 183 million gallons.

That the main interceptor sewer conveying sewage to the North End Sewage Treatment Plant is 48,437 feet long and varies in size from 7'6" in diameter at the Treatment Plant, to 2'6" in diameter at Ferry Road.

That approximately 14.5 miles of secondary sewers varying in size from 54 inches to 6 inches in diameter carry the "dry weather" flow from 41 combined trunk sewers to the main interceptor. These flows originally discharged into the Red and Assiniboine Rivers.

That the West End Interceptor is approximately 40,300 feet long, varying in size from 54 inches in diameter at the Perimeter Road Pumping Station, to 15 inches in diameter at Conway and Portage Avenue. It has a capacity of 28 m.g.d. It conveys sewage to the Charleswood Lagoons.

That there are 30 flood pumping stations and 51 sewage pumping stations in the Metropolitan area.

That there is a mountain of dry sludge stockpiled at the sludge drying bed site located at McPhillips Street and the Perimeter Highway. This makes an ideal soil conditioner and is now being used by the Parks Department. There is a good access road leading to this material and you can help yourself. If any further information is required contact Mr. D. W. van Es at 338-0308.



*Bus driver Bob Steggles accepts his ten year First Aid Certificate from Assistant Superintendent of Transportation Herb Fee at Kinsmen Park, Stonewall, June, 1969.*

## First Aid

**H**AVE you ever found yourself in a situation where a knowledge of First Aid would be useful? Most of us would have to answer yes to that question. Fewer are able to say they really know First Aid fundamentals.

The Scout motto, "Be prepared," still has a lot going for it. A growing number of Transit Department, Waterworks and Waste Disposal Division and other employees are getting prepared for sudden needs by enrolling in classes.

Special arrangements may be made to conduct, in concentrated form over a couple of days, classes which otherwise would take several weeks at one night a week.

Think about it. If you would like to be a life saver and a limb saver, get in touch with Bud Hill, Transit Instruction Branch, or Ben Penning, Waterworks and Waste Disposal Division, for further information. Classes this winter were held at 421 Osborne Street and at the North End Treatment Plant, Main Street North in Old Kildonan.

There's a fun-benefit too. Each year, First Aiders and their families hold a picnic at the Stonewall Kinsmen Park. One of the highlights is the presentation of certificates and awards.



*Above: Group certificate is presented by Metro Councillor Kenneth Galanchuk to Waterworks and Waste Disposal Division director A. Penman on completion of 14-hour "concentrated" industrial first aid course. Left to right: G. Keenan, St. John Ambulance, Councillor Galanchuk, Mr. Penman, B. Penning, Division Safety Co-ordinator.*

*Industrial first aid trainees of Metro's Waterworks and Waste Disposal Division are shown how to move a patient whose spine is injured. A new "concentrated" St. John Ambulance course is given industrial groups in 14 hours of lectures and demonstrations over two days. Left to right: Metro employees S. Hamilton, C. Churko, J. Primeau, A. Kuruliak, J. Czwaro (patient). St. John Ambulance instructor D. J. Linney looks on from right.*



# Congratulations



## Parks and Protection Division

- to Ed Wilson, recently appointed Supervisor of Golf Course Maintenance.
- to Ted Bencharski, appointed Supervisor of the newly-created “West Central” Park District.
- to Don Stratyчук, promoted to Supervisor, John Blumberg Golf Course.
- to Eugene Ducharme, promoted to Foreman, John Blumberg Golf Course.
- to John Jansen, promoted to Foreman, Landscape and Nursery Branch.
- to Frank Urbanski, promoted to chief equipment Maintencenceman; Assiniboine Park District.
- to the four seasonal employees who were chosen to fill permanent positions:  
Rod Williams, Foreman, Landscape and Nursery Branch,  
Peter Korbutiak, Foreman, Weed Control Branch,  
Ed Smith, Equipment Maintencenceman, West Central Park District,  
Mike Chimchak, Utilityman, Kildonan Park.
- and best wishes to each of the following employees on their recent retirements:  
Bert Clarke; Archie Craig; Reinhold Fandrich; Charlie Hayward; Gordon Hilton; Russ Parker; Jim Mulholland; August Schuman; Gordon Slemmon; and Nels Wilkinson.

## Condolences . . .

- to Gunter Schoch and Don Craig on their recent ordeals (attending conferences in California and Texas, respectively). Hard to take!

## Waterworks and Waste Disposal Division

### Congratulations go out

- to Ben Penning for the excellent way in which he is handling the job of Safety Co-ordinator for the Waterworks and Waste Disposal Division.
- to John Nielsen in his appointment as Supervisor of the Eastern District—Johnny will be responsible for all operations east of mile 48 including Railway, Aqueduct, Intake and Staff House.
- to Dan Gauk, appointed as Railway Section Foreman of the Eastern Section, and
- to Leo St. Mars, appointed as Aqueduct Foreman II.

The Waterworks and Waste Disposal Division will be soon losing J. M. “Jack” Henderson, of the Collection System. Jack retires in April, 1970, after 34 years of service, and will be missed by his many friends and co-workers in the Division.

Happy Retirement Days Jack!

# Pipeline Patter

and

# Grass Clippings

*... Eavesdropping on the  
Parks and Protection Division  
and the  
Waterworks and Waste Disposal Division*

In the ramparts of the Waterworks and Waste Disposal Division, Engineers of the Design and Operations Departments are wondering if there is anyone else they can give all that extra work to besides Chandler.

Chandler wondering the same thing.

Bill Jeffery, Construction Inspector on the new chlorine building, muttering to himself and methodically tearing the architect's plans and specifications into small bits.

D. Scott and D. Galka, Construction Surveyors, wondering if they should go back to the office and pick up their instruments or just run line and grade by eye.

The Construction Inspectors taking special math courses in order to figure out car mileage allowance sheets.

Fab Mullins finally receiving a pay cheque which was not "short" only to learn he had been "over paid".

Erik Fredericksen changing to his wooden shoes.

Tom Hart calling his barber.

Harold Buxman just wondering.

George Newman saying, "Let's approach it from a psychological point of view".

*And over in Parks –*

Whatever became of the broomball "challenge" match between Assiniboine Park District and Administration?

Very little grass grows early in the year, but judging by the staff of the Landscape and Nursery Branch, winter is an excellent time for propagation of facial hair.



## *How to Tell When Spring has Arrived*

**K**EEP an eye on the snow dump pictured below, or others like it. This is what happens to the “enemy” conquered by the snow fighters of our story on page 32.

Spring will be the final winner.





